



SPECIFICATION

THE TITLE OF THE INVENTION

Engine Blower

BACKGROUND OF THE INVENTION AND RELATED ART STATEMENT

This invention is related to an improvement made to engine blowers, which are used to gather fallen leaves and cut grasses, by rotating a fan by an engine and blowing out the air suctioned into the blower case from the outlet port.

In the prior art, there are known engine blowers of this type constructed in such a way that a fan inside the blower case is rotated by driving the engine, the air suctioned through a suction port of the case is turned in vortex to raise its pressure and then jetted from the outlet port.

The problem of how to cool the engine faced by this type of blowers was resolved generally by guiding a part of the air suctioned into the blower case to an inlet port provided at one end of the engine case and passing the air out through an outlet port provided at the other end of the engine case, thereby cooling the engine by this flow of the air.

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A similar means of cooling an engine is disclosed in Japanese Patent Kokai Publication Hei 5-79494 wherein openings are provided on the ~~windward~~<sup>upstream</sup> and the ~~leeward~~<sup>downstream</sup> sides in the blower case that are connected respectively to the engine case, and the engine is cooled by passing into the engine case

through the opening on the <sup>upstream</sup> ~~windward~~ side a part of the air introduced into the blower by rotating a blower fan, stirring the air by a cooling fan inside the engine, and returning the air into the blower case through the opening on the <sup>downstream</sup> ~~leeward~~ side.

Another means of cooling the engine is disclosed in Japanese Utility Model Publication Hei 3-10176 wherein a blower fan provided with vanes on both sides of rotor disk in a freely rotatable fashion in the blower case to impart the air blowing function and the blower case performing its original function of jetting the air suctioned from the main suction port through the outlet port as well as the function of charging a part of the air suctioned from another suction port into the engine case, to thereby cool the engine and then exhaust the air out of the engine case.

This engine blower is provided with a suction port on the wall separating the blower case and the engine case and another suction port adjacent to and connecting to said suction port of the engine case as a means to pass a part of the suction air to the engine case to thereby cool the engine. By rotating the fan inside the blower case, the air outside the engine case is introduced into the blower case through said two suction ports, becomes a high pressure air flow in the blower case and then is passed into the engine case again through another port provided elsewhere on said wall. The airflow charged into the

of said wall while contacting the engine cylinder, there is generated an air passage from the suction port in the engine case moving toward the inlet port while contacting with and cooling the engine cylinder. The air suctioned into the blower case from the inlet port is emitted through the outlet port with the air suctioned into the blower case from the main suction port in order to perform the intended role of the blower.

#### BRIEF DESCRIPTION OF THE DRAWING

Fig. 1 is a cross sectional view showing the construction of one embodiment of the present invention engine blower.

Fig. 2 is a cross sectional view along the line II - II of Fig. 1.

Fig. 3 is a cross sectional view showing another embodiment of the present invention, particularly the parts identical to those shown in Fig. 1.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

17 The construction of an engine blower according to the present invention is described by referring to the embodiment shown in Fig. 1. <sup>The</sup> ~~This invention~~ <sup>comprises</sup> engine blower ~~is provided on~~ <sup>a</sup> ~~one side of the~~ <sup>2 formed</sup> blower case integrally with an engine case 3. <sup>The engine case 3 covers</sup> ~~to cover~~ an engine 4. A drive shaft 6 extends from the crank chamber 5 of the engine 4 in the engine case 3 into the blower case 2 via a rotation-transmitting member 7 such as a centrifugal clutch, and a fan 8 is axially mounted on the end

of said drive shaft 6 in the blower case 2. Said blower case 2 has a main suction port 9 opposite to the side mounted with the engine case 3, and when the fan 8 in the blower case 2 is rotated by said engine 4, the air is suctioned into the blower case 2 from said suction port 9, turned and compressed inside the blower case 2, and jetted from an outlet port 19 provided

7 at one end of the outer periphery of the blower case 2.

8 The engine case 3 is separated by a vertical wall 10 <sup>from the</sup> ~~into~~ <sup>blower</sup> case 2.

The engine 4 including <sup>es</sup> a cylinder 11, a crank chamber 5, etc.

~~and the blower case 2~~ The crank chamber 5 and the cylinder 11 are separated by a horizontal wall 12 connected to the blower

12 case 2 at one end thereof to cover the cylinder 11.

13 The fan 8 provided in the blower case 2 has vanes 15 to generate the wind for the blower on one side of the rotating plate 8a and vanes 16 to generate the wind for cooling the cylinder 11 on the opposite side of the plate, and the air is suctioned into the blower case 2 through the main suction port

18 9 ~~by the vanes 15, 16~~ when the fan 8 is rotated.

Said engine case 3 has a port 14a to suction the air in the engine case 3 having the cylinder 11 into the blower case 2 at the center of the wall 10 separating the blower case 2. Said horizontal wall 12 also has a port 14b to suction the air of the engine case 3 having the cylinder 11 into the blower case 2 through the interstice of the crank chamber 5 and the

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air passes into the engine case 3 from the port 13 provided at one part of the engine case 3.

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As this engine blower suctions the air from the port 13 into the engine case 3 by the negative pressure generat<sup>ed</sup>~~ing~~ in the blower case 2, there is formed inside the engine case 3 a smooth air passage from the side of the cylinder 11 toward the blower case 2 through the ports 14a, 14b, and the engine is adequately cooled as the fresh air constantly contacts surface fins 17 of the cylinder 11. The air suctioned into the blower case 2 through the inlets 14a, 14b is jetted through the outlet port 19 with the air suctioned into the blower case <sup>2</sup> from the main suction port 9 in order to perform the original function of the blower.

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Since the air flowing into the engine case 3 from the above mentioned port 13 is suctioned into the blower case 2 from the ports 14a, 14b, the noise of the rotating engine 4 generating in the engine case 3 is also suctioned with the air into the blower case 2. As a result, the air inlet port 13 acts mainly as a passage for drawing the outside air into the engine case, and the noises in the engine case 3 hardly go out from the port 13, to thereby radically decrease the engine noise.

Fig. 3 shows another embodiment of the present invention engine blower. This blower is essentially the same in construction as the embodiment shown in Fig. 1 in that it has



hand, the air in the engine case 3 is suctioned into the blower case 2 through the inlet ports 14a, 14b by the negative pressure generating<sup>ed</sup> at the center of the blower case 2, and the cylinder 11 is cooled by the air flowing from the through hole 13a to the inlet ports 14a, 14b and passing through the engine case 3.

As described above, the present invention engine blower provides vanes on the side of the partitioning wall of the fan rotating inside the blower case as well as an inlet port connecting with the engine case on the wall opposite the vanes. The air in the engine case is therefore suctioned into the blower case by the negative pressure generating at the center of the blower case, and the air suctioned into the engine case from the inlet port efficiently cools the cylinder as it passes smoothly toward the inlet port of the wall inside the engine case.

As the air suctioned into the engine case from the air inlet port is used to cool the cylinder, guided into the blower case from the inlet port of the wall, and emitted from the outlet port of the blower case, the noise of the engine going out of the suction side is very much reduced.

This invention engine blower discharges the air for cooling the cylinder from the outlet port in order to achieve the expected purpose of the blower, so that the work efficiency